

MITIGATION MONITORING PLAN
Environmental Impact Report

Interstate 5/Cosumnes River Boulevard Interchange Project

Prepared by:

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Date:

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Adopted By:

City of Sacramento

Attest:

MITIGATION MONITORING PLAN

Environmental Impact Report

This Mitigation Monitoring Plan (MMP) has been required by and prepared by the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Blvd., Ste. 200, Sacramento, CA 95834, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Project Name: Interstate 5/Cosumnes River Boulevard Interchange Project
(Alternative A North Alignment)

Applicant/Developer: City of Sacramento

City of Sacramento Contact: Saed Hasan
Department of Transportation
915 I Street
Sacramento, CA 95814
(916) 808-7923

Project Location: Cosumnes Boulevard from Franklin Boulevard to Freeport Boulevard

Project Components: Extension of Cosumnes River Boulevard to a new interchange at I-5, then to an at-grade intersection with Freeport Boulevard

SECTION 2: GENERAL INFORMATION

The Mitigation Monitoring Plan (MMP) includes mitigation for Water Quality, Transportation and Circulation, Biological Resources, Hazards, Noise, Public Services and Utilities, Aesthetics, and Cultural Resources. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the FEIR/EIS for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the City. This Mitigation Monitoring Plan is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the project.

The mitigation measures were taken verbatim from the FEIR/EIS and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The City of Sacramento, along with other applicable local, State or federal agencies, will be responsible for fully understanding and effectively implementing the mitigation measures contained in this MMP to ensure compliance.

MITIGATION MONITORING PLAN

Interstate 5/Cosumnes River Boulevard Interchange Project

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Timing	Done (Initials /Date)
Mitigation Measure HYD-1: Prepare and Implement a Drainage Plan for the Project Prior to project construction the City or its contractor will prepare and implement a drainage plan for the project that will allow the estimated 4,000-cfs increase in runoff volume to pass with minor constrictions at culvert headways. The City will verify in construction plans that these designs have been included and will verify their proper installation concurrently with project construction.	City of Sacramento	City of Sacramento	Prior to construction; During construction	
Mitigation Measure HYD-2: Return Groundwater-Related Dewatering Effluent to Aquifer During dewatering, the City's contractor will return all dewatering effluent to the aquifer. The method by which this will be achieved will be at the contractor's discretion subject to City approval, but may include construction of infiltration basins. As a performance standard, all groundwater shall be returned to the aquifer. The City will review and approve all plans for this mitigation and perform monitoring during dewatering activities to verify that all groundwater returns to the aquifer.	City of Sacramento	City of Sacramento	Prior to construction; During construction	
Mitigation Measure WQ-1: Implement Measures to Maintain Groundwater Quality If an appreciable spill has occurred and results determine that project activities have adversely affected groundwater quality, a detailed analysis will be performed by a Registered Environmental Assessor to identify the likely cause of contamination. This analysis will conform to American Society for Testing and Materials standards, and include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the City's contractor will select and implement measures to control contamination, with a performance standard that groundwater quality must be returned to baseline conditions. These measures will be subject to City approval.	City of Sacramento	City of Sacramento	During construction; After construction	
Mitigation Measure WQ-2: Incorporate Source and Treatment Controls in Design (project falls into greater or equal to 5 acres road surface category) To reduce or eliminate water quality effects from polluted runoff from project facilities, the City or its contractor, and/or any other party designated under the relocation agreement(s) between the City and SMUD, will implement multiple BMPs in areas with potential to drain to storm drainage systems or surface waters. As a performance	City of Sacramento, and/or any other party designated under the relocation agreement(s) between the	City of Sacramento, and/or any other party designated under the relocation agreement(s) between the	Prior to construction; During construction	

MITIGATION MONITORING PLAN

Interstate 5/Cosumnes River Boulevard Interchange Project

standard, these BMPs will be selected to achieve pollutant removal to the maximum extent practicable. The BMPs may include a combination of source control, structural improvements, and treatment systems. They may include but are not limited to the following.

1. Grass strips, high infiltration substrates, and grassy swales will be used where feasible to reduce runoff and provide initial stormwater treatment.
2. Small settling, treatment, or infiltration devices may be installed beneath paved areas to provide initial filtration before discharge into subsequent treatment systems or storm drainage systems.
3. Drains will discharge to natural surfaces or swales where possible to avoid excessive concentration and channelization of stormwater.
4. Permanent energy dissipaters for drainage outlets will be installed.

If necessary, retention or detention basins designed to provide effective water quality control will be installed. Basin features will include the following.

- a. Retention time for settling of fine particles will be maximized.
- b. Maintenance schedules will be established for periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets.
- c. The retention basin elevation will be maximized to allow the highest amount of infiltration and settling before discharge.

These BMPs shall be incorporated into project before finalization of design and issuance of a grading permit and shall comply with the City Stormwater Quality Design Standards. The City will notify its contractor or the other party designated under the relocation agreement(s) immediately if there is a noncompliance issue and will require compliance.

Mitigation Measure ALR-1: Pay an Off-Site Fee to SMAQMD as Compensation for Construction-Related NOx Impacts

The SMAQMD requires payment of a fee if construction-related impacts are over the SMAQMD's NOx threshold of significance. Since the project's construction-related NOx emissions would exceed the SMAQMD's 85 pounds per day threshold, the amount of the fee has been calculated as shown in the table in the FEIR. Prior to the approval of improvement plans or the issuance of grading permits, the City will pay the off-site air quality mitigation fee of \$265,888 to the SMAQMD, and insure that the construction air quality mitigation

City and
SMUD

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City of
Sacramento

Prior to
construction

MITIGATION MONITORING PLAN
Interstate 5/Cosumnes River Boulevard Interchange Project

plan has been approved by the SMAQMD.

Mitigation Measure TR-2: Widen the Eastbound Approach to the Freeport Boulevard/Meadowview Road Intersection To Provide One Additional Left-Turn Lane

Existing plus project conditions indicate that the City of Sacramento needs to widen the eastbound approach to the Freeport Boulevard/Meadowview Road intersection to provide one additional left-turn lane. With this improvement the eastbound approach to the intersection would have two leftturn lanes, one through lane, and a shared through/right-turn lane and would be substantially consistent with City General Plan policies regarding level of service on streets and roads. Implementation of this mitigation measure would provide LOS D operations during the a.m. peak hour. Based on preliminary review of this improvement, there appears to be sufficient pavement width in the eastbound direction to shift the through lanes and free up space for the eastbound left turn lane via restriping and minor signal modifications (moving the detector loops). The estimated cost for this measure is approximately \$40,000 to \$80,000.

City of Sacramento **City of Sacramento** **TBD**

Mitigation Measure WTL-1: Avoid or Minimize Indirect Impacts on Wetlands

Orange construction barrier fencing will be installed to identify and help protect ESAs. The construction specifications will require that a qualified biologist identify sensitive biological habitat onsite and identify areas to avoid during construction. Sensitive biological habitat is identified as habitat and potential habitat for listed species (e.g., vernal pool fairy shrimp, vernal pool tadpole shrimp, mid-valley fairy shrimp, VELB, giant garter snake), as well as habitat for non-listed species (e.g., drainages, riparian vegetation, trees) as identified by the biologist. The ESAs will be identified by a qualified biologist on the construction drawings before bid documents are released. The following paragraph will be included in the construction specifications:

The Contractor's attention is directed to the areas designated as "Environmentally Sensitive Areas." These areas are protected, and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by the City and Caltrans. The Contractor will take measures including giving written notice to employees and subcontractors to ensure that Contractor's forces do not enter or disturb these areas.

MITIGATION MONITORING PLAN

Interstate 5/Cosumnes River Boulevard Interchange Project

Temporary fences around the ESAs will be installed as the first order of work. Temporary fencing will be 1.2 m (4 ft) high, commercial-quality woven polypropylene, orange in color, and will be installed around the following sensitive biological resources to be avoided:

1. Delineated wetlands within 76.2 m (250 ft) of the construction area
2. Delineated wetlands in the construction area (to be placed at the edge of the 30.5-m-wide [100-ft-wide] construction zone)

This fencing will protect existing resources and prevent encroachment by construction vehicles and personnel. The exact location of the fencing will be determined by a qualified biologist with the goal of protecting sensitive biological resources. The fencing will be lightly strung on posts with a maximum 3-m (10-ft) spacing. The fencing will be installed in a manner that prevents any equipment from extending the work area unnecessarily beyond the area necessary to complete the work. Temporary fences will be furnished and constructed, inspected weekly, maintained, and later removed, as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The contractor shall prohibit any storage, parking, or construction staging within 76.2 m (250 ft) of avoided delineated wetlands.

Mitigation Measure WTL-2: Compensate for Loss of Wetlands

The City of Sacramento will purchase mitigation credits to compensate for the direct loss of seasonal emergent wetland and freshwater marsh/drainageway habitat within the road footprint and indirect loss of freshwater marsh habitat within the bridge footprint. Compensation for the riparian component of these wetlands will include on-site tree planting (refer to section 3.18, "Vegetation"). Seasonal emergent wetland feature 2, freshwater marsh wetland features 3, 4, 6, and 8, and drainageway feature 9 are minimally disturbed, relatively high functioning wetlands and will be mitigated at a 2:1 ratio. Seasonal emergent wetland feature 11 is located within actively cultivated agricultural land, supports minimal vegetation, and is subject to plowing on a regular basis. Due to the lower habitat value of wetland feature 11, it will be mitigated at a 1:1 ratio. Mitigation costs are estimated at approximately \$20,000 per acre at an approved mitigation bank. Based on the ratios described above and the impacts identified in Table 3.17-1, the cost of mitigation would range from approximately \$30,000 to \$35,000.

EXHIBIT C

Interstate 5/Cosumnes River Boulevard Interchange Project Final Environmental Impact Report, 892 pages: This document is available for review on the Development Services Department website at <http://www.cityofsacramento.org/dsd/about/planning/CurrentEnvironmentalImpactReportsProjects.cfm> and the City Clerk's Office.